

MEETING OF THE COMMISSION OF FINE ARTS
18 OCTOBER 1961

The Commission met, pursuant to notice at 9:00 a.m., with David E. Finley, Chairman, presiding.

Present were: David E. Finley
Felix W. de Weldon
Peter Hurd
Douglas W. Orr
William G. Perry
Michael Rapuano
Ralph Walker

L. R. Wilson, Secretary
C. H. Atherton, Asst. Secy.
C. L. Martin, Counsel
Susan E. Bennett, Admin. Asst.
Mrs. A. R. Chiang, Reporter

I. SUBMISSIONS

1. Department of the Interior
National Park Service, National Capital Parks
Theodore Roosevelt Memorial - Revised Design

At the request of National Capital Parks, National Park Service, Department of the Interior, the Commission of Fine Arts met with members of the Theodore Roosevelt family for further consideration of the design of the Theodore Roosevelt Memorial. Mrs. Nicholas Longworth and Colonel Archibald Roosevelt were present for the Roosevelt family, and Mr. T. Sutton Jett, Superintendent, National Capital Parks, represented the National Park Service.

Mr. Eric Gugler, architect, and Mr. Paul Manship, sculptor, explained to Mrs. Longworth and Colonel Roosevelt, a small scale model of the revised design of the memorial, which the Commission had previously reviewed favorably at its September 20th meeting. In subsequent discussion, the members of the Commission expressed their satisfaction with the design. Mr. Manship stated that he agreed with the Commission's recommendation that the statue should be higher than originally shown, but he asked that he not be restricted to exactly 17 feet in height as recommended. When completed, the figure might need to be slightly more or less than 17 feet. The members agreed with Mr. Manship.

Mrs. Longworth and Colonel Roosevelt expressed their approval of the design.

Thereafter, a motion to approve the design as presented was passed. In doing so, it was noted that approval of the Theodore Roosevelt Memorial

Association and the National Capital Planning Commission would also be required.

A press release announcing the joint approval of the Commission of Fine Arts and National Capital Parks, as prepared by Mr. T. Sutton Jett, Superintendent, National Capital Parks was also approved, and distributed to the Press.

EXHIBIT A

The Secretary was directed to prepare a letter for the Chairman's signature setting forth the Commission's decision.

EXHIBIT B

2. District of Columbia Government
Department of Highways and Traffic

✓ a. Baltimore and Ohio Railroad Bridge Over Rhode Island Avenue, N.E.

Mr. G. I. Sawyer, Deputy Director for Engineering Design and Research, Department of Highways and Traffic, introduced Mr. Harry J. Dierken, architect for the firm of Knoerle, Graeff and Bender, engineering consultants, who explained three alternate schemes for the designs of the span, center piers and abutments of the above railroad bridge.

The members expressed an opinion that the design of the pier and abutments in Scheme B showed the most promise of development. In Scheme B the piers were triangular in section and the abutment walls canted upward and outward over a 5 foot sidewalk. In order to make the sidewalk more safe and useable they recommended that the abutment wall be canted upward and backward from the sidewalk.

Mr. Sawyer said that new drawings would be prepared showing this recommendation, for submission at a later date.

The Secretary was directed to prepare a letter for the Chairman's signature setting forth the Commission's recommendation.

EXHIBIT C

b. E Street Expressway, 19th to 23d Streets, N.W. - Proposed Architectural and Landscape Treatment

✓ Mr. G. I. Sawyer, Deputy Director for Engineering, Design and Research, Department of Highways and Traffic, met with the Commission to discuss the design of the architectural and landscape treatment for that portion of the E Street Expressway extending from 19th to 23d Streets, N.W. He introduced Mrs. Chloethiel Smith, architect, who had been retained for this work by the Consulting Engineers, Rummel, Klepper and Kahl.

Mrs. Smith prefaced her explanation by reading a prepared statement outlining the problems involved and describing her solutions for these

problems. The prepared statement is included in these minutes as EXHIBIT D. She then illustrated in detail the various features of her solution with a series of drawings, sketches and renderings. It was noted that the freeway was an open depression between 23d Street, with a ramp to Virginia Avenue. The roadways rose to the level of E Street between 21st and 20th Street directly in front of the headquarters building of the District Red Cross. Mrs. Smith felt that she had been able to soften the harshness of the usual freeway treatment, for this area which is surrounded by small parks and public buildings. The members complimented Mrs. Smith on the thoughtful and imaginative approach of her design.

As for the design of the overpasses, the necessity was questioned for using a central pier in the tunnel under Virginia Avenue, instead of a single span. Mr. Sawyer agreed that an engineering study should be made to determine if the pier could be eliminated. He arranged to meet at a mutually convenient time with Mr. Rapuano and Mr. Walker in New York to discuss this problem further.

Chairman Finley then read a prepared statement approved at the meeting on the previous day, concerning the action taken by the National Capital Planning Commission in regard to the Inner Loop system. EXHIBIT E

The matter was taken under advisement and was later discussed in executive session. They concluded that Mrs. Smith's plan was generally excellent, in itself, but they questioned whether any treatment could change the appearance of the open cut and ramps. It was concluded that the importance of this area justified recommending that the area between 23d Street and 20th Street be covered so that a continuity of landscape design could be achieved and so that the original plan for the extension of small parks such as Rawlins Park could be completed to 23d Street.

The Secretary was directed to prepare a letter for the Chairman's signature setting forth the Commission's recommendation. EXHIBIT F

3. National Capital Planning Commission
Anacostia River and Park, Proposed Reclamation Plan

The Commission proceeded to the conference room of the National Capital Planning Commission to hear a presentation by Mr. Ellis Price, Chief, Federal Planning Division, National Capital Planning Commission, of a proposed revised plan for the continuation of reclamation and development of the Anacostia River park.

With a series of drawings, Mr. Price explained how the reclamation of the Anacostia River marsh flats had begun in 1898 and in the succeeding years had been extended slowly northward toward the District line. However, in 1941 all work on the project ceased. Recently, the completion of the East Capitol Street Bridge and D. C. Stadium created a need for resuming the work. Plans to continue and finish the project had

accordingly been reactivated by the Planning Commission at the request of the Corps of Engineers.

The history of the project was shown in drawings of revisions to earlier plans which a subcommittee of the Planning Commission had proposed. Some of the proposed changes were further filling of Kingman Lake, relocation of the proposed connection to Baltimore-Washington Parkway to remove it from the center of the golf course, the construction of a new marina, new water gardens, etc.

The members were favorably impressed with the general concepts of the plan and thanked Mr. Price for his presentation.

The Secretary was directed to prepare a letter thanking the National Capital Planning Commission for presenting the preliminary plan to the Commission.

EXHIBIT G

4. Freer Gallery of Art
✓ Inspection of Proposed Acquisitions

In accordance with the usual custom, the Commission visited the Freer Gallery of Art, where they inspected a number of works of Oriental art proposed for purchase. The Commission approved the items for purchase.

EXHIBIT H

Respectfully submitted,

C. L. Martin

C. L. Martin
Counsel

1. E. Under

MEETING OF THE COMMISSION OF FINE ARTS
OCTOBER 18, 1961

ORDER OF BUSINESS

- AM
9:30 1. CONVENE, ROOM 7000, INTERIOR DEPARTMENT BUILDING
2. SUBMISSIONS-REVIEWS-INTERVIEWS
- 9:35 a. Department of the Interior
National Park Service, National Capital Parks *Alp. Comment*
- Theodore Roosevelt Memorial
(Mr. T. Sutton Jett, Superintendent, National Capital Parks; Mr. Robert C. Horne, Assistant Superintendent; Mr. William Haussmann, Chief, Division of Design and Construction; Mr. Eric Gugler, Architect; Mr. Paulanship, Sculptor; Mrs. Richard Derby, Mrs. Nicholas Longworth; Mr. Archibald Roosevelt)
- 10:00 b. District of Columbia Government
Department of Highways and Traffic *6-11-61 E. M. H. and Resubm.*
- (1) Bridge, Baltimore and Ohio Railroad, over Rhode Island Avenue, N.E.
(Mr. G.I. Sawyer, Deputy Director for Engineering Design and Research; Mr. Grady, Bridge Architect; representative of Knoerle, Graeff and Bender)
- (2) E Street Expressway, 19th to 23d Streets, N.W.
(Mr. Sawyer, Mr. Grady and representative of Rummel, Klepper & Kahl)
- 10:30 c. National Capital Planning Commission
- Anacostia River and Park, Reclamation and Development
(Mr. Ellis Price, National Capital Planning Commission)
- 11:00 d. Freer Gallery of Art
- Inspection of Proposed Aquisitions

ADJOURN

Joint Statement Issued by the CPA,
MPS and MCP on Theodore Roosevelt
Memorial - 18 October 1961

The Commission of Fine Arts, the living children of Theodore Roosevelt and the National Park Service have approved in principle the design for a memorial feature to be located on Theodore Roosevelt Island, as provided for in an Act of Congress approved September 13, 1960.

The Theodore Roosevelt Memorial will be placed at a high point near the center of the island. Access to the island and the memorial feature will be by footbridge and paths. Parking will be provided on the mainland adjacent to the island. The forest cover surrounding the memorial feature will be carefully preserved.

The most important and the central element of the memorial composition will be a bronze statue of Theodore Roosevelt in the well-known speaking pose so characteristic of him. It was the selection of Mrs. Nicholas Longworth, Mrs. Richard Derby, and Mr. Archibald Roosevelt, the living children of President Theodore Roosevelt. This gesture and pose selected for the statue is also greatly admired by the sculptor, Paul Manship.

The statue is to be placed in a setting designed by the architect, Eric Gugler, which consists of an oval plaza, paved with flagstones and granite and surrounded by a reflecting pool 40 feet in width. The paved plaza will be approximately 264 feet by 220 feet in size. Nearby and on either side of the statue are two monolith 20 feet in height and 10 feet wide which will carry inscriptions embodying significant statements of President Theodore Roosevelt. An additional feature of the plaza will be four box gardens and two large fountains.

The statue will face south and be 17 feet in height. It will stand before a granite stele 30 feet high and approximately 17 feet wide, which forms its background.

The 88-acre Theodore Roosevelt Island was the gift of the Theodore Roosevelt Association to the people of the United States in 1931 as a memorial to President Theodore Roosevelt. Early plans for the development of the island envisioned the preservation of the forest cover to symbolize the great contribution of Theodore Roosevelt in the field of conservation.

The design has not yet been presented to the National Capital Planning Commission as is also required by the Act of September 13, 1960.

The concurrence of the Theodore Roosevelt Memorial Association is also required.

26 October 1961

Dear Mr. Wirth:

The Commission of Fine Arts, at its meeting on October 18, 1961, conferred with Mrs. Nicholas Longworth and Colonel Archibald Roosevelt, on a revised design for the Theodore Roosevelt Memorial. Mrs. Richard Derby advised me that she was unable to be present. The architect of the memorial, Mr. Eric Ogler, and the sculptor, Mr. Paulanship, were present to explain the architectural and sculptural features of the design. Mr. T. Sutton Jett, Superintendent of National Capital Parks, represented the National Park Service.

As shown in the design, the central feature of the memorial would be a bronze statue of the late President, about seventeen feet high. The statue would stand in an elliptical paved area that would be enclosed in a circular band of water or pool. The water in the pool would make a perfect transition from the heavily wooded natural landscape to the formal setting immediately around the statue. The success of the design relies heavily on the pool, which had been absent in previous submissions.

After the details of the statue and the architectural features had been explained, with small scale models, by the architect and the sculptor, Mrs. Longworth and Colonel Roosevelt joined the members of the Commission in commending the architect and the sculptor for their designs. In the opinion of all, the plans gave promise that the memorial to President Theodore Roosevelt would enhance its wooded setting on Theodore Roosevelt Island. They considered that the memorial would possess dignity and quiet repose that would make it a worthy addition to the great memorials of the city of Washington. With the concurrence of Mrs. Longworth and Colonel Roosevelt, the members approved the revised design.

In accordance with the usual custom, the Commission hopes that the architect and sculptor will submit further details of the architecture and sculpture as they are developed.

For the Commission of Fine Arts:

Sincerely yours,

David H. Finley
Chairman

Honorable Conrad Wirth
Director
National Park Service
Washington 25, D.C.

Finley	_____
Wilson	_____
Atterton	_____
Martin	_____
Bennett	_____
Luskey	_____
Shaw	<i>allie</i> _____
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EXHIBIT B

16 November 1961

Dear Mr. Sawyer:

I am writing to inquire whether you will have a revised design of the B&O Railroad Bridge over Rhode Island Avenue, N.E. ready to present to the Commission of Fine Arts at the next meeting on November 21.

As you will recall, on October 18, 1961, the Commission of Fine Arts conferred with you, Mr. John Grady, and Mr. Harry Dierkin, architect of the firm of Knoerle, Graeff and Bender, on alternate designs for the proposed bridge. At that time the members of the Commission preferred the architect's "Scheme B" for the design of the central piers and abutments, and recommended that the abutment and retaining walls be redesigned to afford more space for pedestrian circulation along the roadway. They also suggested that the sidewalks should be widened approximately 2 1/2 feet.

If the revised designs will be ready by that date will you please let me know so that I can put the item on the agenda?

Sincerely yours,

L. R. Wilson
Secretary

Mr. G. I. Sawyer
Deputy Director
Bureau of Design, Engineering and
Research
Department of Highways and Traffic
D.C. Government
Washington 4, D. C.

EXHIBIT C

Dear Mr. [Name]

I am writing to you in regard to the [Subject]

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THE "E" STREET EXPRESSWAY

This is the first major expressway designed to cut through a major section of the Federal core of Washington. More will follow in Washington and every other major city in the United States. At the same time that Washington and every other major city are seeking to rebuild and renew their central cities, urban designers are confronted with a new and demanding element that tends to destroy or preclude the inclusion of the very qualities they seek to create. If the surface of the city is so destroyed by brutal paved and walled dashes that separate it into a series of islands, it will become only a city for vehicles and not a city for people by destroying the elements in the city that bring people together and contribute to a rewarding urban life.

Because the "E" Street entrance to the central city requires the re-design of such an important part of the image of Washington as the Nation's capital city, we have studied the whole area in order to indicate adjacent areas for further detailed study that would help to minimize the visual effect of the expressway. These studies are beyond those requested by the consulting engineer responsible for this portion of the expressway, but they are interested in the whole aspect of their work and have allowed us to broaden our studies. While this section ties to the completely open cut system used West of 23rd Street, it is essentially a separate design element in that it is entering an established monumental area of the city, is surfacing in the heart of the area and should subject itself to the disciplines of this already established pattern and not destroy it.

The portion of the Expressway which this study presents runs from 23rd to 19th Streets and forms a major exit from the Roosevelt Bridge complex. Bridged at 23rd Street and tanneled under Virginia Avenue, it surfaces at 20th Street and meets two one-way streets that flank Rawlins Park, East of 19th Street. It requires the demolition of two obsolete and unattractive structures - an apartment just north of the State Department on 23rd and the old auditorium at 19th Street and provides an opportunity for the completion of this important area.

Properly handled, this can become a handsome broad green mall and avenue that forms a proper setting for the new Federal Office Building No. 9, now under construction, the State Department, the new Pan-American Health Organization Building and other governmental and institutional structures. West of 23rd Street is the site for the Cultural Center, with the Georgetown Channel and Roosevelt Island beyond. Within a few blocks in every direction there are other major government buildings as well as major cultural centers. It is a focus for an important part of the daily activities of the city

and a major tourist area. With the increasing difficulty of moving cars during the day from one parking lot to another, an increasing number of Government officials walk to conferences - from the White House to the State Department, from the Interior Building to the Executive Office Building, from the Organization of American States to all of these places - and to lunch along the nearby streets and avenues. Tourists will be increasingly attracted to the area and the new developments along the Channel and the renewal of the entire area West of 23rd Street will put it in the center and not at the edge of a vital and active part of the city.

Ideally, the entire area from 23rd Street to a minimum clearance for an exit beyond 21st Street should be covered. The program does not permit this. Therefore, we attempted to minimize the visual impact of the required open cut, to retain an impression of a continuous mall and provide maximum pedestrian access along its entire length. We had agreed to retain the exact approved design of the roads, grades, etc. and further agreed to retain all structures to allow the use of standard highway details for stone, railings and lighting.

We have made recommendations for alternate materials and methods which we believe would better relate the freeway to the adjacent buildings and parks and minimize its impact on this important area. We have sought a more intimate urban scale which we felt more appropriate for this confined area than that developed for high speed suburban or regional freeways. This is the entrance and exit to a freeway - not a continuous roadway - and we feel that a transition in scale is desirable and necessary. To plunge from the handsome scale and detail of Rawlins Park into a massive paved and walled cut that would separate the structures to the North and South seems unnecessary. To deny pedestrian use and scale throughout the length would deny its transitional character. Therefore, alternate rails, walls, landscaping and lighting are designed as a decorative element in this established urban landscape. Yet, in each case, standard highway details can be substituted so that our interest in the complete study will not prevent the completion of a standard project if this must be done.

The major cut required lies between 23rd Street and Virginia Avenue. Along the North side of the Expressway a 20-ft. wall is required to retain north "E" Street in front of the proposed Pan American Health Organization Building. Since neither the alignment of the expressway nor "E" Street north could be changed, this meant that the deepest wound of the Expressway runs nearly 500 feet and destroys the continuity of a green mall from Rawlins Park East.

In order to minimize this most destructive cut, we have recommended an arched cantilever to hold a series of pre-cast concrete planting areas

alternating with open rails to form a strong base for the new Pan-American Building and better vistas from the State Department to the South. Without this, "E" Street north, the wall and the expressway below form a continuous and brutal relation of paving and wall unrelieved by any form or shadow.

In studying the alignment of walls, walks, pools and plazas along the entire length of the expressway, we believed that the strength of rectilinear walls that followed the already established rectilinear frame of the buildings facing it would do more to create a visual impression of a continuous mall than walls that followed the curves demanded by cars. For this reason, just north of the State Department, we recommend a strong wall paralleling the building, recalling the design of the rail and planting areas across the freeway and between these, a grove of trees that form a green surface at eye level. These tend to "play down" the strong curve of the ramp. With a vista across from 22nd Street to the north entrance of the State Department and from the State Department to the Pan-American Health Building, we believe the strong rectilinear pattern tends to relate these structures across the cut rather than separate them.

Just east of the cut, the tunnel face is placed in relation to a sidewalk created opposite 22nd Street so that pedestrians coming from the Northwest will have easy access to the State Department. A pool with its length at right angles to the State Department and walled by trees near the tunnel face to the west forms a visual continuity to the mall and creates the focus for a plaza that could well be a key memorial plaza dedicated to some figure prominent in the conduct of international affairs. This prominent location along Virginia Avenue, at the terminus of a new mall, and giving easy access to pedestrian areas on either side of the required cut, retains a sense of "surface" and interrupts the direct view of the large paved area below.

Again, as the ramps leave the tunnel east of 21st Street, strong, rectilinear walls broaden pedestrian walks and "play down" the ramps and intensify the rectangular surface area that relates the American Red Cross building, and the Plaza and Federal Reserve Annex to the South. At 20th Street, as a focus for the new park in front of Federal Office Building No. 9 and Rawlins Park beyond, a pool, fountain and plaza screen the East tunnel portal and pick up the strong rectilinear line of the walls and trees that continue to 21st.

Throughout, the basic direction of the design is to create the maximum amount of surface at the same grade as the surrounding areas and where this was not possible, to create visual relationships that bring buildings in proper balance as the frame on either side of an avenue, with entrances visible and comprehensible rather than cut apart and unrelated.

One of the most important problems is lighting. The tall highway luminaires that focus brilliance onto the great, deep wounds of expressways, destroy the continuity of the landscape, blind the pedestrian and kill the scale of buildings along the way. As expressways penetrate deeper into the heart of the city, every effort should be made to separate surface lighting which enhances the parks, plazas, avenues, and buildings and all of those areas for pedestrians and the brilliant roadway lighting that serves cars. In this case, we recommend wall lights under the cantilevered curve along the North wall between 23rd and Virginia Avenue and minimum height standards where required along the ramps. All of these would be focused on the roadways at the required intensity but would not show light sources above eye level in the plazas and parks at the surface. For these, although a greater number would be required, we recommend a simple, decorative light standard that could be used throughout the length of the new mall and adjacent parks, plazas and streets. Designed to spread light up on trees as well as down on walks and plazas, these lower intensity units would create a fine decorative pattern that would separate the whole mall area from the traffic below.

We believe the material of the retaining walls could be exposed concrete, handled in decorative panels created by special form work or decorative molded precast concrete veneers, giving a better transitional scale by ribs, panels, cantilevers and variations in texture and color than possible with continuous surfacing. White precast concrete rails (heavily patterned and easily accomplished with standard forms) contrasted with simple black metal railings, deep brown-to-blue granite aggregate precast concrete for the large plant boxes to the North, brick paving contrasted with granite block, and benches in dark red granite could all tend to contribute to the urban scale of this new complex. With carefully detailed integral decorative elements for the required structures, with plazas and benches and walks and a carefully studied landscape plan to complete the whole design, we believe that the wound of this freeway can be minimized and its scar almost forgotten. If this can be accomplished, even partially, for this first slash into the heart of the city, it may focus attention on this new and demanding element in the urban landscape.

October 18, 1961

Chloethiel Woodard Smith
Chloethiel Woodard Smith
Satterlee & Smith . Architects

"E" Street Expressway -
Connections to West Leg of Inner Loop -
19th to 23rd Streets, N. W.
for
D. C. Department of Highways & Traffic

Rummel, Klepper & Kahl . Consulting Engineers

Inner Loop

The Commission of Fine Arts is glad to know that the National Capital Planning Commission is taking a second look at plans for the Inner Loop. The Commission of Fine Arts has never approved the Inner Loop; and whenever we have been shown a design for a bridge, an overpass, or viaduct, we have stated that advice as to the design of this particular element does not imply approval of the Inner Loop, which, we feel, will be destructive of the beauty of the city.

The Commission of Fine Arts has advocated, instead, an underground rapid transit system which, if adopted, we feel would meet our traffic needs without irreparable damage to the city's appearance.

20 October 1961

Dear General Clarke:

The Commission of Fine Arts, at the meeting on October 18th, consulted with Mr. Sawyer of the U. S. Highway Department and Mrs. Calcehriel Smith, architect, who has been retained to design plans for architectural and landscape treatment of the E Street Expressway and the proposed park between 19th and 23rd Streets. The Commission took no action on this matter beyond expressing admiration for Mrs. Smith's imaginative approach in trying to solve a very difficult problem. They also expressed the wish that the depressed section of the freeway between 23rd and 29th Streets be covered and treated as a park.

The members of the Commission have never, as you know, favored an open depressed freeway in this governmental area, especially the exit ramp which approaches so near the Department of State. The depressed freeway would also affect unfortunately the building of the District of Columbia Red Cross Chapter, the building of the future Civil Service Commission, and the proposed building of the Pan American Health Organization. We feel that such a depressed freeway will be destructive of the E Street Mall which was to have been a projection of Rawlins Park and was intended to enhance the important setting of the buildings in this area.

As I wrote you on February 28, 1961, "the Commission of Fine Arts regretted that the connections of the Inner Loop to E Street, N.W., will require a depressed trench for the roadways adjacent to the north facade of the State Department Building and will eliminate 22nd Street, N.W. at that point. Previous plans for the development of the E Street Mall beyond Virginia Avenue as a park will not, apparently, now be carried out. The new plan was accepted under the compelling circumstances created by the Inner Loop."

Mrs. Smith's effort to minimize the effect of the depressed freeway pointed up the importance of covering the freeway and giving an

Brig. Gen. F.J. Clarke
20 October 1961

page 2

opportunity to landscape this area as a park. We hope that consideration will be given to doing this and thus avoiding irreparable damage to the proposed park area in this important section of Washington.

Sincerely yours,

David E. Finley
Chairman

Brig. Gen. F.J. Clarke
Engineer Commissioner for
the District of Columbia
District Building
Washington, D. C.

6 November 1961

Dear Mr. Woodruff:

At its meeting of October 18th, the Commission of Fine Arts conferred with Mr. Ellis Price, Chief, Federal Planning Division, National Capital Planning Commission, who explained the tentative plan for the reclamation and development of the Anacostia River Park, and the east and west sides of the Anacostia River northward from the Pennsylvania Railroad Bridge to the District boundary line.

The Commission of Fine Arts has had a continuing interest in the reclamation and development of Anacostia Park dating back to 1912, when the Commission advised the Corps of Engineers upon the first plan for the reclamation of those lands for recreation uses, including a natural swamp and bird sanctuary. After the initial work was done, the project has lain dormant. We were, therefore, glad to learn of the plans for the reclamation of the area, after such a long period of deterioration.

The initial response of the members to the changes contemplated in Mr. Price's proposed plan was favorable. The Commission believed that the enlargement of existing recreation areas, creation of a new marina, and relocation of the proposed extension of the Baltimore-Washington Parkway from the center of the park, would be desirable changes. They regret, however, that the swamp area and the bird sanctuary have had to be eliminated.

The members of the Commission have asked me to thank Mr. Price for showing us this preliminary plan.

For the Commission of Fine Arts:

Sincerely yours,

DAVID E. FINLEY
David E. Finley
Chairman

Honorable Archibald N. Woodruff
Chairman
National Capital Planning Commission
Washington 25, D.C.

Finley	_____
Wilson	_____
Archer	_____
Martin	_____
Bennett	_____
Luskey	_____
Shaw	_____
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COMMISSION OF FINE ARTS

The Regents of the Smithsonian Institution, the Commission of Fine Arts, and Miss Katharine N. Rhoades, or Mrs. Eugene Meyer, as provided in Paragraph 4 of the Codicil to the Will of the late Charles L. Freer, have examined the following objects:

- 1 Persian metalwork, Sasanian period; vase, partially silvered and gilded; design of 4 female figures in relief.
- 1 Painting, Chinese, Ming; att. to Shen Chou (1427-1509); landscape with man at bridge; inscription and signature of artist.
- 1 Painting, Chinese, Ming; att. to Liu Chüeh (1410-1472); landscape with bamboo grove; inscription.
- 1 Painting, Japanese, Ashikaga, Chinese-Idealistic; by Shukō; eagle.
- 1 Painting, Japanese, Momoyama, Buddhist; Sutra, gold with color.
- 2 Paintings (1 pr. screens), Japanese, Momoyama, Kano; by Kano Eitoku; "The Four Accomplishments".
- 2 Paintings (1 pr. screens), Japanese, Momoyama, Decorative; att. to Nomura Sotatsu; trees and vines; ink and colors on gold leaf.
- 1 Pottery, Chinese, Yüan, 14th century; jar, kuan shape, blue-and-white, with lion heads and cloud collar decorated with phoenixes and flowers; repaired at neck.
- 1 Pottery, Japanese, Edo period, 17th century, Arita (Kakiemon); dish, decorated in underglaze blue and overglaze enamel, lattice and flowers.
- 1 Pottery, Japanese, Momoyama period; red plate with bamboo design.
- 1 Pottery, Japanese, Kakiemon; by Yuzo Yamane; celadon bowl with pine, bamboo and plum in colors, lacquer lid.

- 1 Pottery, Japanese, Kutani; large shallow bowl, with floral design.
- 1 Pottery, Japanese, Kakiemon; fluted plate, in Chinese style, blue-and-white, including characters, raised design.
- 1 Pottery, Japanese, Momoyama, Shino-Oribe ware; bowl, light tan with darker design, slightly scalloped edge.
- 1 Pottery, Japanese, Momoyama, Shine ware; bowl, blossom design in dark brown, 3-legged.
- 1 Pottery, Japanese, Momoyama, Shino ware; bowl, design of grasses in medium brown, 3-legged.

which have been recommended for purchase by the Freer Gallery of Art by Mr. A. G. Menley, Director, and they hereby approve the purchase.

For the Regents of the Smithsonian Institution

Lucas J. ... 10/11

For the Commission of Fine Arts

NOLED

OCT 18 1891
WASHINGTON
THE COMMISSION OF FINE ARTS

